

Applicant: Udo SCHULZ
Docket No. R.307677
Preliminary Amdt.

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-12. (Canceled)

13. (New) A fuel injection apparatus for an internal combustion engine, the apparatus comprising

a high-pressure pump that supplies fuel at least indirectly to at least one injection point associated with at least one cylinder of the engine,

a fuel filter preceding the high-pressure pump, which filters out impurities from the fuel and separates out free-floating water contained in the fuel and/or emulsified water, and means for at least indirectly supplying free-floating and/or emulsified water separated out by the fuel filter to the combustion chamber of the at least one cylinder of the engine.

14. (New) The fuel injection apparatus according to claim 13, wherein the free-floating and/or emulsified water is supplied to an intake region of the at least one cylinder from which intake region combustion air is sucked into the combustion chamber of the cylinder.

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15. (New) The fuel injection apparatus according to claim 14, wherein the free-floating and/or emulsified water is sprayed into the intake region by means of a nozzle or an injection valve.

16. (New) The fuel injection apparatus according to claim 14, wherein the free-floating and/or emulsified water is supplied to the intake region at least essentially only during the intake phase of the at least one cylinder.

17. (New) The fuel injection apparatus according to claim 15, wherein the free-floating and/or emulsified water is supplied to the intake region at least essentially only during the intake phase of the at least one cylinder.

18. (New) The fuel injection apparatus according to claim 13, wherein the fuel filter is situated downstream of a fuel supply pump that supplies fuel to the high-pressure pump, and wherein the free-floating and/or emulsified water is conveyed out of the fuel filter by the delivery pressure generated by the fuel supply pump.

19. (New) The fuel injection apparatus according to claim 14, wherein the means for at least indirectly supplying free floating and/or emulsified water comprises a conduit connected between the fuel filter and the intake region and an off valve in the conduit.

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20. (New) The fuel injection apparatus according to claim 16, wherein the means for at least indirectly supplying free floating and/or emulsified water comprises a conduit connected between the fuel filter and the intake region and an-off valve in the conduit.

21. (New) The fuel injection apparatus according to claim 17, wherein the means for at least indirectly supplying free floating and/or emulsified water comprises a conduit connected between the fuel filter and the intake region and an-off valve in the conduit.

22. (New) The fuel injection apparatus according to claim 14, wherein the intake region has a cross-sectional constriction, and wherein the free-floating and/or emulsified water is supplied to the intake region in its cross-sectional constriction.

23. (New) The fuel injection apparatus according to claim 16, wherein the intake region has a cross-sectional constriction, and wherein the free-floating and/or emulsified water is supplied to the intake region in its cross-sectional constriction.

24. (New) The fuel injection apparatus according to claim 17, wherein the intake region has a cross-sectional constriction, and wherein the free-floating and/or emulsified water is supplied to the intake region in its cross-sectional constriction.

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25. (New) The fuel injection apparatus according to claim 18, wherein the intake region has a cross-sectional constriction, and wherein the free-floating and/or emulsified water is supplied to the intake region in its cross-sectional constriction.

26. (New) The fuel injection apparatus according to claim 14, further comprising an electronic control unit operable to control the supply of the free-floating and/or emulsified water to the intake region as a function of operating parameters of the engine.

27. (New) The fuel injection apparatus according to claim 16, further comprising an electronic control unit operable to control the supply of the free-floating and/or emulsified water to the intake region as a function of operating parameters of the engine.

28. (New) The fuel injection apparatus according to claim 26, wherein the control unit is operable to prevent free-floating and/or emulsified water from being supplied when the engine is in overrunning mode.

29. (New) The fuel injection apparatus according to claim 26, wherein the control unit is operable to supply free-floating and/or emulsified water at temperatures above the freezing point.

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30. **(New)** The fuel injection apparatus according to claim 27, wherein the control unit is operable to supply free-floating and/or emulsified water at temperatures above the freezing point.

31. **(New)** The fuel injection apparatus according to claim 14, wherein the control unit is operable to supply free-floating and/or emulsified water at least essentially only during a respective intake phase of the at least one cylinder when the combustion air is being sucked from the intake region into the combustion chamber of the cylinder.

32. **(New)** The fuel injection apparatus according to claim 14, wherein the electronic control unit is operable to reduce the quantity of fuel injected at the at least one injection point as a function of the quantity of free-floating and/or emulsified water supplied to the intake region.